

HONDA MODEL CB200T

HONDA MOTOR CO., LTD.

TWIN CYCLE MANUAL

3135402

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IMPORTANT NOTICE

- **OPERATOR AND PASSENGER.**

This motorcycle is designed and constructed to carry the operator and one passenger. However, do not exceed the vehicle capacity load shown on the tire information label.

- **OFF-ROAD USE.**

This motorcycle is not equipped with a spark arrestor. Operation on forest covered, brush covered, or grass covered land may not be legal. Check local laws and regulations before riding off-road.

- **READ OWNER'S MANUAL CAREFULLY.**

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CB200T

Fully Operational Service Brake

Load

Light

165

Maximum

177

0 50 100 150 200

Stopping Distance in Feet from 60 mph.

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

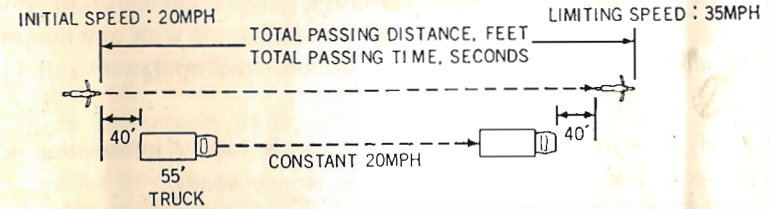
Description of vehicles to which this table applies: HONDA CB200T

SUMMARY TABLE:

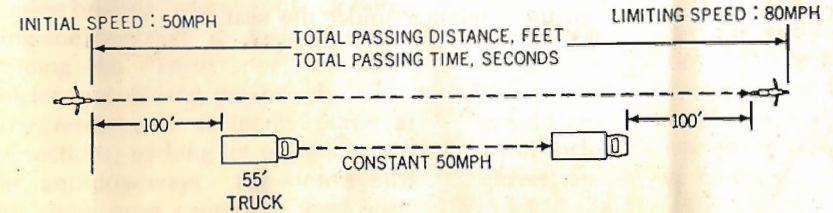
Low-speed pass 373 Feet; 7.9 Seconds

High-speed pass 1,565 Feet; 18.0 Seconds

LOW-SPEED



HIGH-SPEED



PREFACE

This booklet is your guide to the basic operation and maintenance of your new HONDA CB200T. Please take the time to read it carefully. As with any fine machine, proper care and maintenance are essential for trouble free operation and optimum performance.

Your authorized HONDA dealer will be glad to provide further information or assistance and is fully equipped to handle your future service needs.

Thank you for selecting a HONDA. We wish you many miles of continued riding pleasure in the years ahead.

Keep the Owner's Manual in the container under the seat.

MOTORCYCLE TRAFFIC SAFETY

A motorcycle is only as safe as its operator. The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area before venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:

- Wearing brighter, more visible clothing.
- Using the headlight in daylight hours.
- Avoiding the "blind spot" of other vehicles and driving defensively.

2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist must show extra caution at these loca-

tions.

3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and NEVER travel faster than conditions warrant.
4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. NEVER lend your motorcycle to an inexperienced rider.
5. Most fatal motorcycle accidents are due to head injuries. The motorcyclist should ALWAYS wear a helmet. He should also wear other protective apparel including eye protection, boots, gloves, and heavy clothing.

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WIRING DIAGRAM

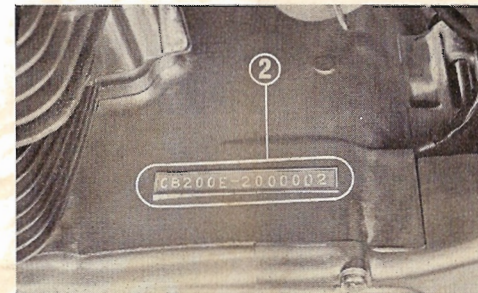
//////////////////// SERIAL NUMBER LOCATION //////////////////////

The frame serial number ① is stamped on the left of the steering head. The engine serial number ② is located on top of the left side upper crankcase. These numbers are required when register-

ing the motorcycle. Refer to frame and engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



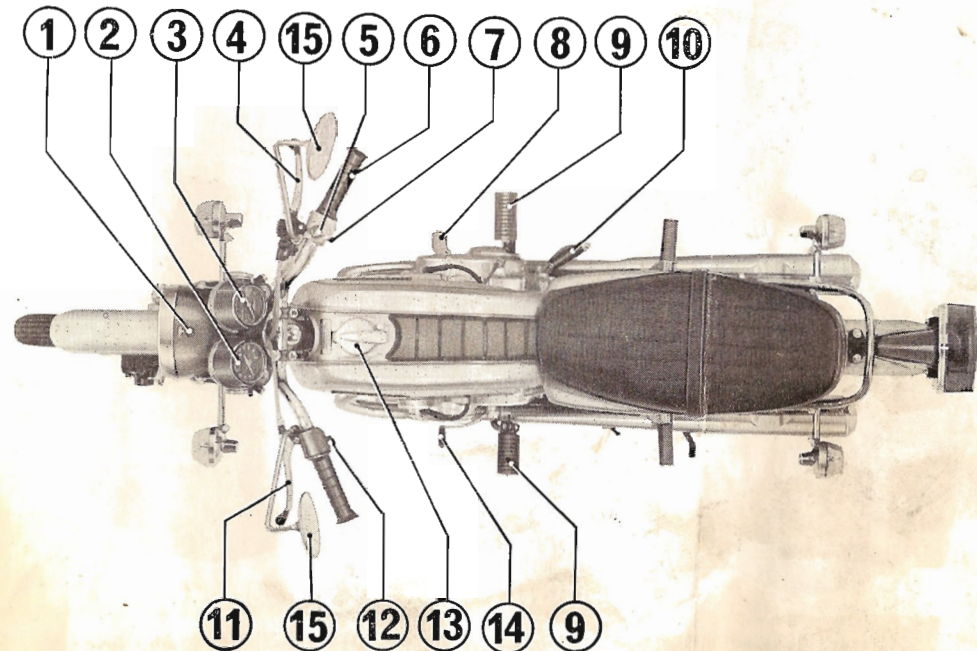
① Frame serial number

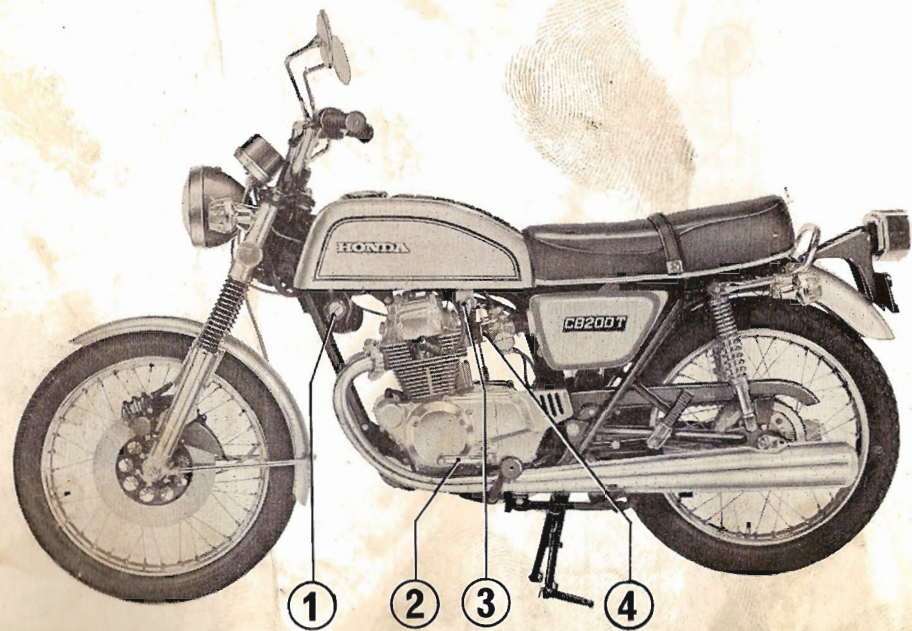


② Engine serial number

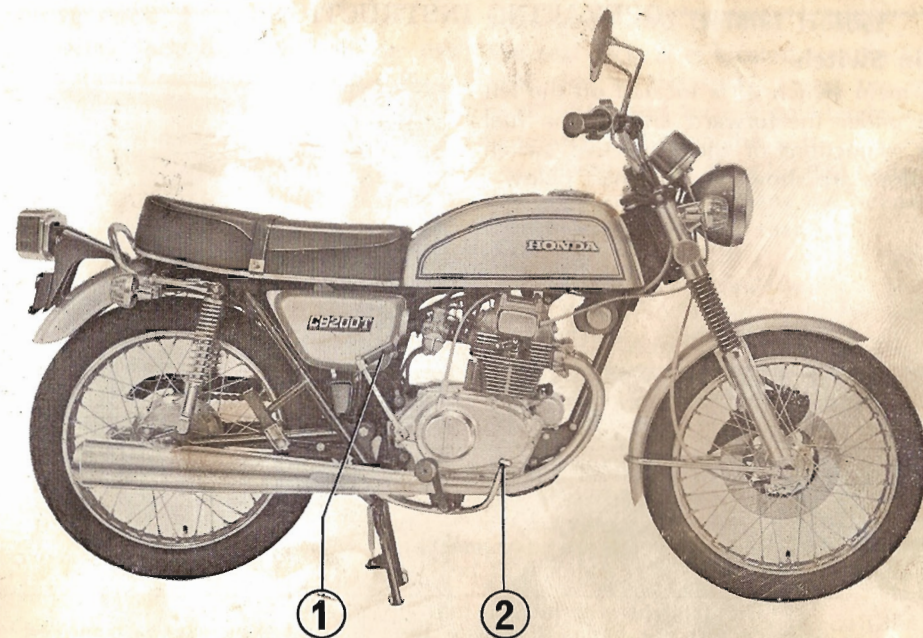
CONTROL LOCATION

- ① High beam indicator light
- ② Speedometer
- ③ Tachometer
- ④ Front brake lever
- ⑤ Engine stop switch
- ⑥ Throttle grip
- ⑦ Headlight switch (above)
Starter button (below)
- ⑧ Rear brake pedal
- ⑨ Foot rests
- ⑩ Kick starter pedal
- ⑪ Clutch lever
- ⑫ Turn signal switch (above)
Horn button (middle)
Headlight dimmer switch (below)
- ⑬ Fuel tank cap
- ⑭ Gear change pedal
- ⑮ Rear view mirror





① Main switch ② Gear change pedal ③ Fuel valve ④ Choke lever



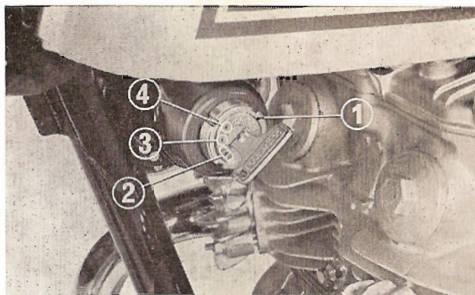
① Kick starter pedal ② Rear brake pedal

OPERATING INSTRUCTIONS

Main Switch

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.

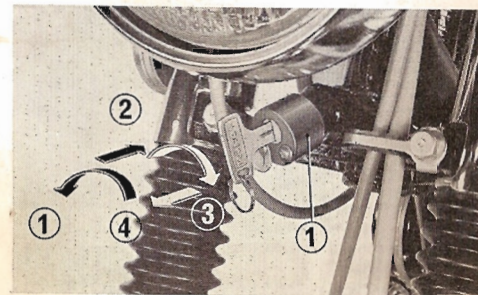
- ① Main switch
- ② OFF
- ③ ON
- ④ Parking



Key Position	Function	Key Removal
OFF	Electric circuit is open, engine will not start and lights will not operate.	Key can be removed.
ON (red dot)	Electric circuits are completed, lights will operate and engine can be started.	Key cannot be removed.
PARKING (black dot)	The taillight will be on but all other circuits are open. The key should be removed when parking the motorcycle.	Key can be removed.

Steering Lock

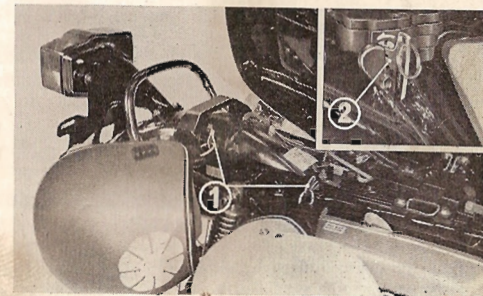
The steering lock ① is located on the steering stem directly below the headlight case. Turn the handlebar all the way to the steering stop, either to the left or right, insert the key into the lock, turn the key counterclockwise and press in. Turn the key back to the original position and remove the key. This locks the steering section to help prevent theft.



① Steering lock

Seat Lock and Helmet Holder

The seat lock ① is located on the lower right side of the seat. Insert the main switch key and turn it counterclockwise to unlock and open the seat. The helmet holder ② is located under the seat. Open the seat, hang the helmet on the hook and lock the seat.



① Helmet holder

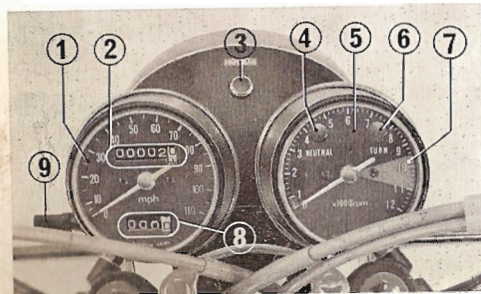
② Seat lock

Instruments and Indicator Lights

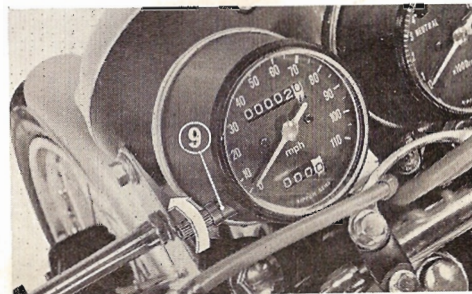
These instruments are grouped together and mounted above the headlight case. The indicator lights are incorporated within

the instruments.

Their functions are shown in the table on the next page



- ① Speedometer
- ② Odometer
- ③ High beam indicator light
- ④ Neutral indicator light
- ⑤ Tachometer



- ⑥ Turn signal indicator light
- ⑦ Tachometer red zone
- ⑧ Trip meter
- ⑨ Trip meter reset knob

Ref. No.	Description	Function
1.	Speedometer	Indicates driving speed.
2.	Odometer	Indicates total accumulated distance travelled.
3.	High beam indicator light (blue)	Glow when the headlight is on high beam. (refer to page 14)
4.	Neutral indicator light (green)	Glow when the transmission is in neutral.
5.	Tachometer	Indicates engine rpm.
6.	Turn signal indicator light (amber)	Flashes, when turn signal light is operating. (refer to page 14)
7.	Tachometer red zone	During acceleration, the engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.
8.	Trip-meter	Indicates distance travelled. (meter can be reset for each trip)
9.	Trip-meter reset knob	Reset the trip-meter to zero (0) by turning the trip-meter reset knob.

Turn Signal Switch

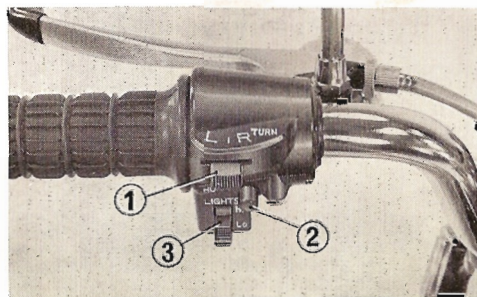
The turn signal switch ① is located on the left handlebar grip switch housing. It can be operated without taking the hand off the handlebar grip. To signal a left turn move the switch to the "L" position. To signal a right turn move the switch to the "R" position. When the turn has been completed the switch must be returned to the center "I" position.

Horn Button

The horn button ② is located on the left handlebar grip switch housing. When the horn button is pressed the horn will operate.

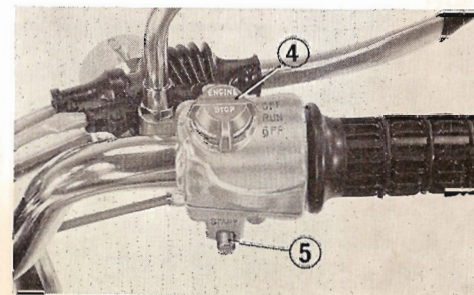
Headlight Dimmer Switch

The headlight dimmer switch ③ is located on the left of the handlebar switch housing. Turning the switch to "Lo" position selects low beam. Turning the switch to "Hi" position selects high beam.



- ① Turn signal switch
- ② Horn button
- ③ Headlight dimmer switch

The headlight will operate only when the main switch (see page 10) is turned to the "ON" position.



- ④ Engine stop switch
- ⑤ Starter button

Engine Stop (Emergency) Switch

The three position ignition switch ③ is located on top of the right handle grip switch housing. In the "RUN" position (center) the ignition circuit will be completed and engine will operate. In the "OFF" position (either side of center) the ignition circuit will be open and the engine will not operate. This switch is intended primarily as a safety or emergency switch and can normally remain in the "RUN" position.

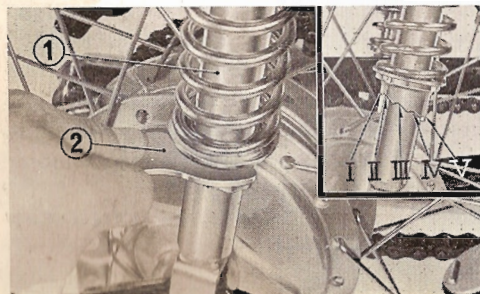
Starter Button

The starter button ⑤ is located directly below the headlight switch ⑤. When the starter button is pressed the starter motor will crank the engine. Refer to pages 22~23 for the correct starting procedure.

Rear Shock Absorber

Each rear shock absorber ① has five adjustment positions for different types of road or riding conditions.

Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for stiffer rear suspension and are used when the motorcycle is heavily laden or operated on rough roads.



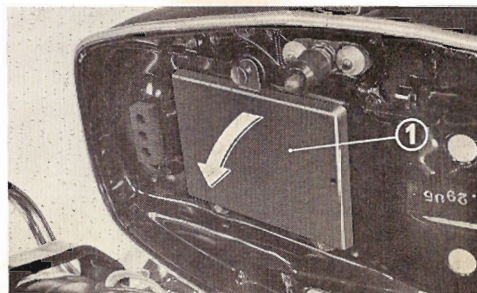
① Rear shock absorber
② Pin wrench

Document Compartment

The document compartment ① is located under the seat.

Put this owner's manual and other documents in vinyl sack and place them in the document compartment.

When washing your motorcycle, be careful not to direct a blast of water at the bottom of the seat.



① Document compartment

FUEL AND OIL

Fuel Valve

The fuel valve ① is mounted under the left side of the fuel tank.

"OFF" position:

When the fuel valve is turned to the "OFF" position, fuel cannot flow from the fuel tank to the carburetor. Set the valve in this position whenever the motorcycle is not in use.

"ON" position:

When the fuel valve is turned to the "ON" position, fuel will flow from the main fuel supply to the carburetor.

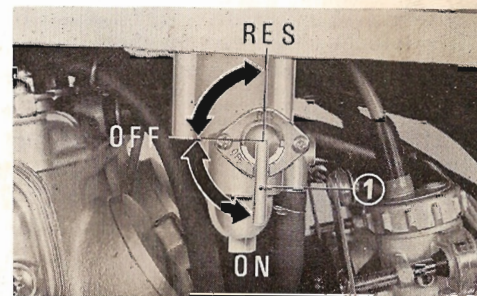
Set the valve in this position when the engine is to be operated from the main fuel supply.

"RES" position:

When the fuel valve is turned to the "RES" position, fuel will flow from the reserve fuel supply to the carburetor

The fuel valve should be set in this position only after the main fuel supply has been consumed. The reserve fuel supply is **0.7 U.S. gal (2.5 l)**.

Switching to the reserve fuel supply serves as a warning to the rider that it is time to refill the fuel tank.



① Fuel valve

Fuel Tank

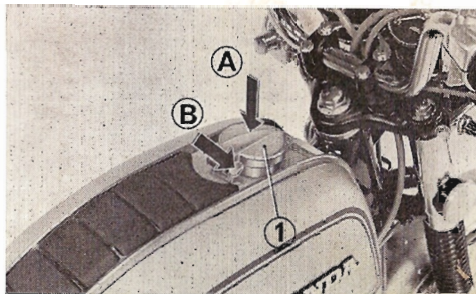
Fuel tank capacity is **2.4 U.S. gal. (9 ℓ)** including **0.7 U.S. gal. (2.5 ℓ)** in the reserve supply. Press down on the cap ① and then push in the lock to open the fuel tank cap.

Use low-lead or regular gasoline with a Research Octane number of 91 or higher or a Pump Octane number of 86 or higher.

NOTE: Pump Octane is the octane formula specified by the Cost of Living Council.

When refueling take care to exclude dirt, water, or other contaminants from the fuel tank.

WARNING: Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.



- ① Fuel tank cap
- Ⓐ Press down
- Ⓑ Push in

Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE (previously Service Classification MS).

Motor oils intended for Service SE or MS will show this designation on the container.

The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 28.

NOTE: Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperature require it.

Recommended oil viscosity:

General, all temperatures

SAE 10 W-30 or SAE 10 W-40

Alternate:

Above 59°F	SAE 30
32° to 59°F	SAE 20 or 20 W
Below 32°F	SAE 10 W

////////// TIRE RECOMMENDATION //////////

Correct tire pressure will provide maximum stability, riding comfort and tire life. Be sure to follow the tire specification.

Cold tire pressures psi (kg/cm ²)	Up to 200lb load	Front: 26 (1.8) Rear: 28 (2.0)
	Up to vehicle capacity load	Front: 26 (1.8) Rear: 34 (2.4)
Vehicle load limit	300lbs (135kg)	
Passenger capacity	Operator and one passenger	
Tire size	Front: 2.75-18	
	Rear: 3.00-18	

CAUTION:

- **Overinflation or underinflation of the tires will cause abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the innertube valves. Severe underinflation may result in loss of the tire from the rim.**
- **Check tire pressures frequently and adjust if necessary.**
- **Replace the tires when the tread depth at the center of the tire is less than 0.12 in. (3 mm).**

////////// PRE-RIDING INSPECTION //////////

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. **ENGINE OIL LEVEL**—Measure oil level and add oil if necessary (page 31).
2. **FUEL**—Check fuel level and fill tank if low (page 18).
3. **BRAKES**—Check operation of front and rear brakes. Adjust free play if necessary (page 50~53).

4. **TIRE AIR PRESSURE**—Inflate tires if pressure in tires is too low (page 20).
5. **DRIVE CHAIN**—Check condition of drive chain and measure chain slack. Adjust drive chain if chain tension is incorrect. Lubricate the drive chain if it appears dry. Replace the drive chain if it is badly worn or damaged (page 47~50).
6. **THROTTLE**—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 41~42).
7. **LIGHTING EQUIPMENT**—Check headlight and tail/stoplight. Replace any bulb which fails to operate (page 60~62).

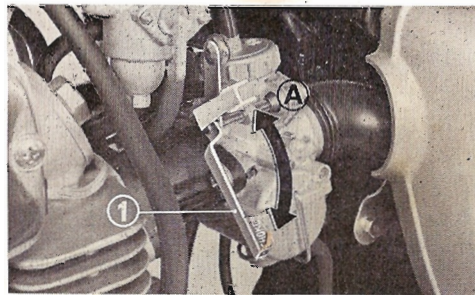
STARTING THE ENGINE

Cold Engine Starting Procedure

1. Turn the fuel valve to the "ON" position (page 17).
2. Insert the key into the main switch and turn to the "ON" position. At this time, observe the green neutral indicator light on the left side of the tachometer. The light will be lighted when the transmission is in the neutral position.
3. Make sure that the ignition switch is in the "ON" position.
4. Raise the choke lever to the fully closed position **A**.
5. Open the throttle slightly and press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starting motor to rest for approximately 10 seconds before again pressing the starter button.

If the engine does not start readily with the starting motor use the kick starter pedal to start the engine.

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the main switch and lower the choke lever to the fully



① Choke lever

open position, open the throttle and crank the engine using the kick starter pedal. Turn the main switch to the "ON" position and follow the starting procedure outlined in steps 1 through 5. however, at this time use of the choke is not necessary.

6. After the engine starts, operate at approximately 1,500 rpm until the engine responds to the throttle when the choke is open.

WARNING: Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or in a confined area.

BREAK-IN PROCEDURE

The motorcycle should not be exposed to severe or abusive riding conditions. It is recommended that for the first 600

Starting in Extremely Cold Weather

Prime the engine before starting by cranking several times with the kick starter pedal. The main switch or ignition switch should be turned "OFF".

The choke should be fully closed and the throttle opened. Follow the procedure for starting a cold engine.

Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, proceed with cold engine starting procedure, however, the use of the choke is not necessary.

miles (1,000 km), the motorcycle should not be operated in excess of 80% of the maximum speed in the any gear.

//////////RIDING THE MOTORCYCLE//////////

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear change pedal to shift into low (1st) gear.

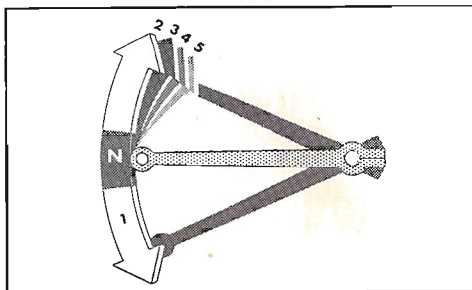
WARNING: Ensure that the side stand is retracted before riding the motorcycle.

3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a speed of approximately 10 mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progres-

sively shift to 3rd, 4th and top (5th) gear.

6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.

- 1) The smooth gradual application of both the front and rear brakes together with the required throttle



coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speed is reduced, it is common practice to shift the transmission progressively into the appropriate gear. This assures maximum control through better braking effectiveness and acceleration when necessary.

- 2) For maximum deceleration and stopping, close the throttle, apply both the front and rear brakes simultaneously, and as the motorcycle comes to a stop disengage the clutch. This maneuver requires smooth coordination of the controls and to maintain

skill it should be practiced frequently.

Independent application of either the front or rear brake is possible, but if only one brake is applied strongly enough to lock its respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

WARNING: The exhaust pipe and muffler become very hot during operation. Wear clothing which will completely cover the legs while riding, and avoid any contact with unshielded portions of the exhaust system.

//////////SAFE RIDING SUGGESTIONS//////////

1. Always make a PRE-RIDING INSPECTION prior to riding your motorcycle (see page 21).
2. Never ride a motorcycle without a

helmet and it is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further enhance rider safety.

3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.
4. Place both hands on the handlebars and your feet on the foot rests while riding. Encourage a passenger to hold himself on the motorcycle with both hands and to use the passenger foot rests.
5. Obey all federal and local law regula-

tions and use your headlight in the daytime hours to make the motorcycle more visible to other motorists.

6. It is recommended that you become familiar with your new HONDA CB200T by riding in an uncongested area before riding on the public roadways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

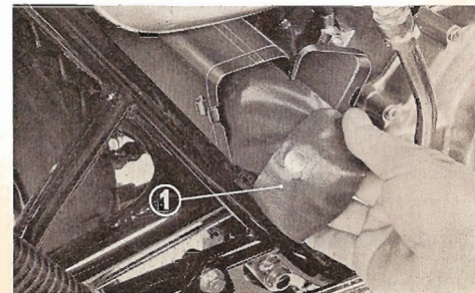
////////////////////PARKING////////////////////////////////////

When parking the motorcycle turn the main switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve to the "OFF" position. When parking at night

near traffic, the main switch can be positioned to the parking position and the key removed (page 10). This will turn on the taillight and make the motorcycle more visible to traffic.

////////////////////TOOL KIT////////////////////////////////////

The tool kit ① is mounted in the compartment located at the center of the motorcycle. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your Honda dealer.



① Tool kit

Listed below are the items included in the tool kit:

- 10×12 mm open end wrench
- 14×17 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- No. 3 Phillips screwdriver
- Screwdriver grip
- 22 mm wrench
- Sparkplug wrench
- Handle bar for 22 mm wrench
- Pin spanner
- Tool bag

//////////////////////MAINTENANCE SCHEDULE////////////////////////////////////

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your CB200T is overturned or

involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION: To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use only genuine HONDA parts when servicing or repairing.

MAINTENANCE SCHEDULE		INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.			Perform at every indicated month or mileage interval, whichever occurs first.			
	Month		1	3	6	12
	Mile	500	500	1,500	3,000	6,000
	Km	1,000	1,000	2,500	5,000	10,000
ENGINE OIL—Change		●		○		
CENTRIFUGAL OIL FILTER—Clean						○
OIL FILTER SCREEN—Clean						○
SPARK PLUG— Clean and adjust gap or replace if necessary.					○	
*CONTACT POINTS AND IGNITION TIMING— Clean, check, and adjust or replace if necessary.		●			○	
*VALVE TAPPET CLEARANCE— Check, and adjust if necessary.		●			○	
*CAM CHAIN TENSION—Adjust		●			○	
PAPER AIR FILTER ELEMENT—Clean					○	
—Replace			(service more frequently if operated in dusty areas.)			○
*CARBURETOR—Check, and adjust if necessary.		●			○	
THROTTLE OPERATION— Inspect cable. Check and adjust free play.		●			○	
FUEL FILTER SCREEN—Clean					○	
FUEL LINES—Check					○	
*CLUTCH—Check operation, and adjust if necessary.		●			○	
DRIVE CHAIN— Check, lubricate, and adjust if necessary.		**●	○			

MAINTENANCE SCHEDULE		INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.			Perform at every indicated month or mileage interval, whichever occurs first.			
	Month		1	3	6	12
	Mile	500	500	1,500	3,000	6,000
	Km	1,000	1,000	2,500	5,000	10,000
*BRAKE SHOES AND PADS—Inspect, and replace if worn.					○	
BRAKE CONTROL LINKAGE— Check linkage, and adjust free play if necessary.		●			○	
*WHEEL, RIMS AND SPOKES— Check. Tighten spokes and true wheels, if necessary.		●			○	
TIRES—Inspect and check air pressure.		●	○			
FRONT FORK OIL—Drain and refill.		***●				○
FRONT AND REAR SUSPENSION—Check operation.		●			○	
REAR FORK BUSHING— Grease, check for excessive looseness.					○	
*STEERING HEAD BEARINGS—Adjust.						○
*SIDE STAND—Check installation, operation, deformation, damage and wear					○	
BATTERY— Check electrolyte level, and add water if necessary.		●		○		
LIGHTING EQUIPMENT— Check and adjust if necessary.		●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS— Check security and tighten if necessary.		●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

** Initial service period 200 miles.

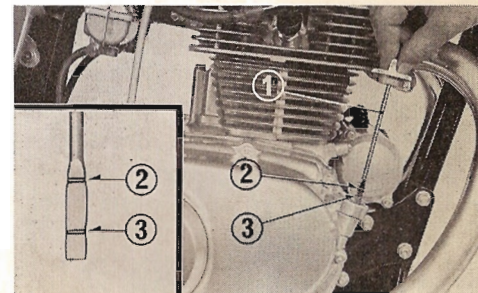
*** Initial service period 1,500 miles.

MAINTENANCE OPERATIONS

Engine Oil Change

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 19 should be used and the oil should always be maintained at the proper level. Further, the oil should be changed at the maintenance schedule as shown on page 28. Perform the engine oil change in the following manner. Drain the oil while the engine is still warm as this will assure complete and rapid draining.

1. Remove the oil filler cap from the right crankcase cover.
2. Place an oil drain pan under the crankcase to catch the oil, and then remove the oil drain plug ④, with a 19 mm wrench.



① Filler cap dipstick

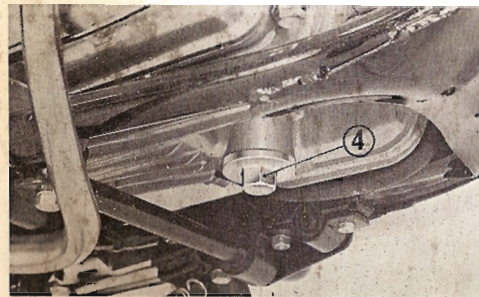
② Upper level mark

③ Lower level mark

3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the recesses of the engine.

NOTE:

- Ensure that the ignition switch is in the "OFF" position.
4. When the oil has been completely drained, reinstall the oil drain plug ④, ensuring that the oil drain plug O-ring



④ Oil drain plug

is in good condition.

5. Fill the crankcase through the oil filler opening with approximately **1.8 US quart (1.7 liter)** of recommended grade oil. Check the oil level with the filler cap dipstick, however, when making this check, do not screw in the cap. Oil level should be between the upper ② and lower ③ level marks on the dipstick. When checking the oil make certain that the motorcycle is in upright and level position.

NOTE:

- If the oil is below the lower level mark on the dipstick add oil up to the proper level before operating engine.
- When operating the motorcycle in unusually dusty conditions, oil changes must be performed at more frequent intervals than specified in the maintenance schedule.

Oil Filter Maintenance

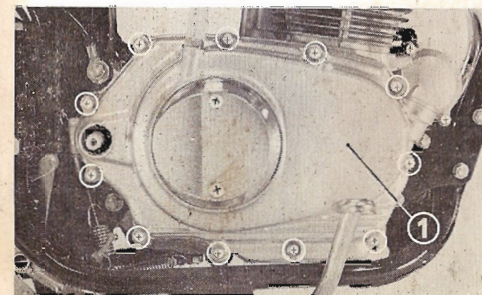
A dual system of metal screening ③ and centrifugal oil filtering ② is utilized to provide engine components with highly purified oil to minimize wear and improve engine cooling.

The oil filters are serviced in the following manner.

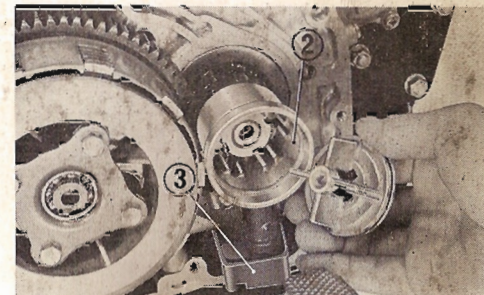
1. Drain the engine oil by referring to

engine oil change section on page 31.

2. Remove the foot rest, the muffler and the kick starter pedal.
3. Loosen the right crankcase cover mounting screws and remove the crankcase cover ① and cover gasket.
4. Remove the oil filter cap from the oil filter rotor ② by pulling both tabs ⑤.



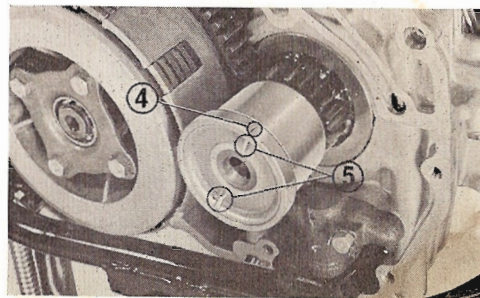
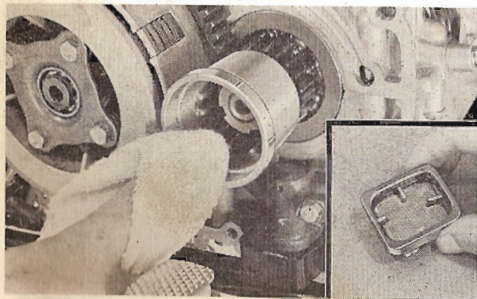
① Crankcase cover



② Centrifugal rotor filter
③ Screen filter

5. Clean any sludge from the center of the oil filter rotor ②.
6. Remove the screen filter for cleaning. Wash the screen filter ③ in clean solvent and then install
7. Reassemble all parts removed in the proper order. If the crankcase cover gasket is damaged, replace it with a new gasket.

NOTE: When assembling the oil filter cap and the oil filter rotor ② ensure that the cap tabs ⑤ are aligned with the rotor index marks ④.



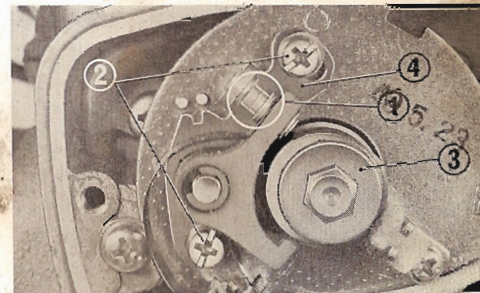
④ Index mark ⑤ Tab

Contact Breaker Point Gap

Adjustment of the point gap and ignition timing should be made at one time. To adjust, proceed as follows:

1. Place a block under the engine and stand the motorcycle upright. Remove the generator cover and the point cover.
2. Wipe the contact breaker point surfaces with clean rag if dirty.
3. Turn the generator rotor counterclockwise by using a 17 mm box wrench and check the point gap when it is at its maximum. The correct gap is **0.012–0.016 in, (0.3–0.4 mm)**. To adjust the point gap, loosen the contact breaker plate locking screws ② and move the contact breaker point plate ④ to obtain the correct gap.

Tighten the locking screws when the correct gap is obtained. Recheck the gap after securing the locking screws.

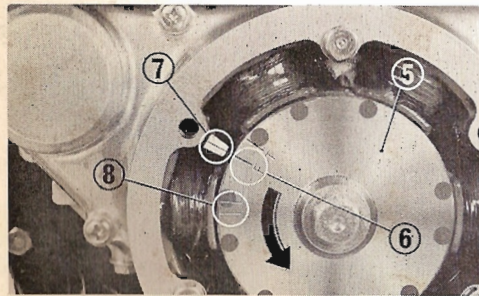


① Contact breaker points
② Contact breaker plate locking screws
③ Point Cam
④ Contact breaker point plate

Ignition Timing Adjustment

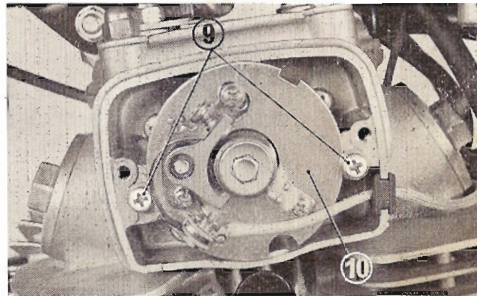
Adjust the ignition timing after completing the adjustment of the contact breaker point gap.

1. Turn the generator rotor ⑤ counterclockwise and align the "F" mark ⑥ with the index mark ⑦. The ignition timing is correct if the contact breaker points ① start opening at this moment.
2. If ignition timing is incorrect loosen the two base plate locking screws ⑨



⑤ Generator rotor
⑦ Index mark
⑥ "F" mark
⑧ Advance marks

and turn the base plate ⑩ slowly. Turning it clockwise will advance timing, and turning it counterclockwise will retard the timing. Use of a stroboscopic timing light is recommended to obtain an accurate setting. After adjustment, make sure that the "F" mark is aligned with index mark at an idle speed of 1,200 rpm, and also that index mark stays within advance marks ⑧ at 4,000 rpm or above.



⑨ Base plate locking screws
⑩ Base plate

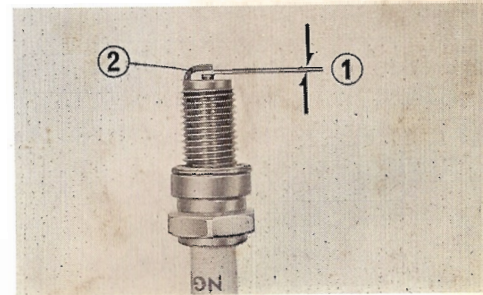
Spark Plug Replacement and Adjustment

The spark plug type **NGK D-8ES-L** or **ND X24 ES** is used on this model.

1. Detach the high tension cord cap end and remove the spark plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes

be cleaned with a stiff wire brush.

3. Adjust the spark plug gap ① to **0.024-0.028 in. (0.6-0.7mm)**. The gap can be measured with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode ②.
4. When installing the spark plug tighten firmly but do not over tighten.



① Spark plug gap
② Negative electrode

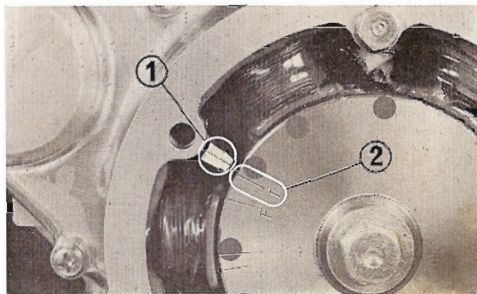
NOTE:

- All spark plugs must be tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- Never use an improper heat range spark plug.
- Do not attempt to dry or remove soot from the spark plug by burning.

Valve Tappet Adjustment

Valve tappet clearance must be maintained. Excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power.

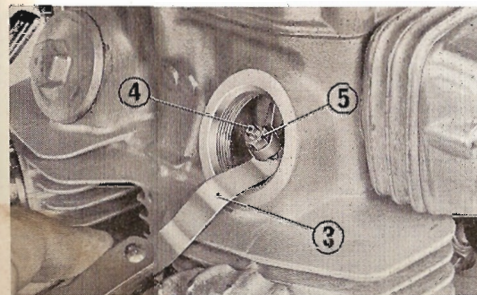
1. Raise the seat and remove the fuel tank.
2. Remove the intake and exhaust tappet covers.
3. Remove the generator cover.



① Index mark ② "T" mark

4. While slowly rotating the generator rotor counterclockwise watch the intake valve tappet.

When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ① and "T" mark ②. In this position, the piston will be at T.D.C. (top dead center) of the compression stroke and the intake and exhaust valves should be fully closed.



③ Feeler gauge ④ Tappet adjusting screws
⑤ Lock nuts

5. Check the clearance of both valves by inserting the feeler gauge ③ between the valve stem and the tappet adjusting screw ④. If the clearance is correct there will be slight drag or resistance as the gauge is inserted.

The standard tappet clearance is:

In 0.002 in. (0.05 mm)

Ex 0.002 in. (0.05 mm)

Adjust tappet clearance by loosening the lock nuts ⑤ and turning the tappet adjusting screws ④. Tighten the lock nuts after adjusting the tappets.

NOTE: Make sure that the adjustment has not been disturbed while tightening the lock nut.

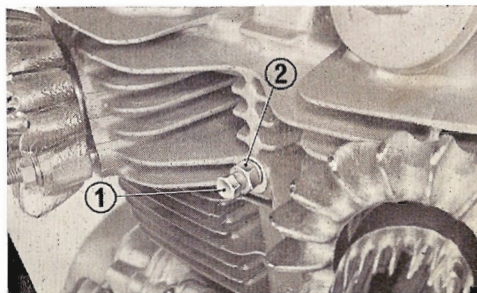
Cam Chain Adjustment

Valve timing will be incorrect and cause defective operation of the engine if the cam chain is slack. Follow the procedure below.

1. Remove the generator cover.
2. Rotate the generator rotor counterclockwise until the "T" mark of the rotor lines up with the index mark on the stator as shown on the page 38.

This adjustment must be made when a piston is on the top on the compression stroke. This condition can be determined by moving the tappets with the fingers. If the tappets are free, it is an indication that the piston is on the top of the compression stroke.

3. Loosen the lock nut ② and cam chain tensioner set bolt ① and the cam chain will be tensioned automatically.
4. Tighten the set bolt.
5. Tighten the lock nut.

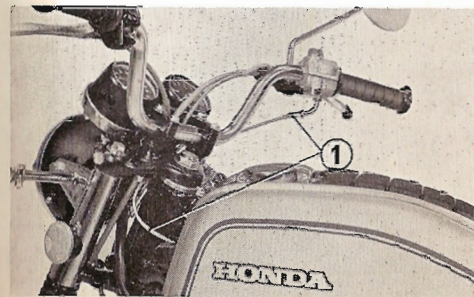


① Tensioner set bolt ② Lock nut

Throttle Cable Inspection

For safe operation and positive engine response, the throttle cable must be properly adjusted and free from wear or damage.

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed positions. Check when at full left and full right steering positions.
2. Inspect the condition of throttle cables from the throttle control grip down to

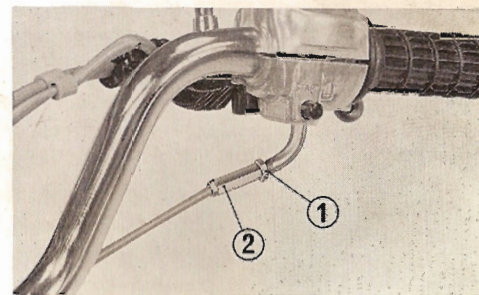


① Throttle cable

each of the carburetors. If cables are kinked, chafed or improperly routed, they should be replaced and/or rerouted. Recheck cables for tension or stress at both full left and full right steering positions.

Throttle Grip Free Play Adjustment

Standard throttle grip free play is approximately 10~15° of the grip rotation. This free play can be attained by adjustment of the grip free play adjuster ②.

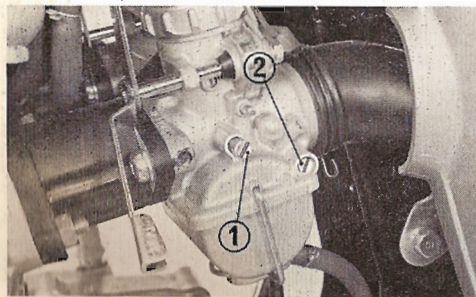


① Grip free play adjuster lock nut
② Grip free play adjuster

Loosen throttle grip free play adjuster lock nut ① and turn the adjuster until grip free play rotation is 10~15°. Retighten the lock nut.

Carburetor Adjustment

A carburetor which is out of adjustment will adversely affect the performance of the engine, therefore, it is important that the carburetor always be maintained in perfect adjustment. Carburetor adjustment should be made only when the engine is



① Stop screw ② Pilot screw

at operating temperature.

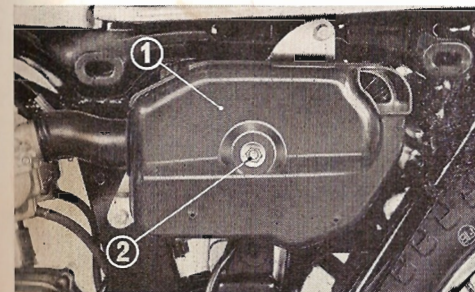
1. Set the idle speed to **1,200 rpm** with the throttle stop screw ①. Turning the screw clockwise will increase engine speed.
2. Manipulate the air screw ② to obtain the maximum and stable engine speed. The standard air screw setting is 1 turn open from full closed position.
3. Readjust the throttle stop screw if it is necessary to reset the idle speed.

NOTE: Malfunction of the engine at high speed can be caused by a defective ignition or valve system, therefore, determine the cause of the trouble before attempting to correct the condition by adjusting the carburetor.

Air Cleaner Maintenance

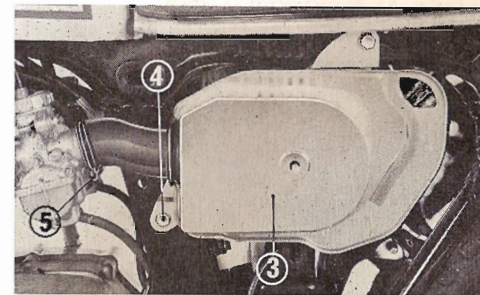
Air cleaner element cleaning and/or replacement intervals depend on motorcycle operating conditions. Your Honda dealer can help you to determine the frequency of cleaning or replacing the element.

1. Remove the air cleaner cover by pulling the side cover with hand.
2. Remove the air cleaner case ① by unscrewing the case retaining nut ②.



① Air cleaner case
② Case retaining nut

3. Remove the air cleaner element ③ by unscrewing the element retaining bolt ④ and connecting tube retaining clip ⑤.
4. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.

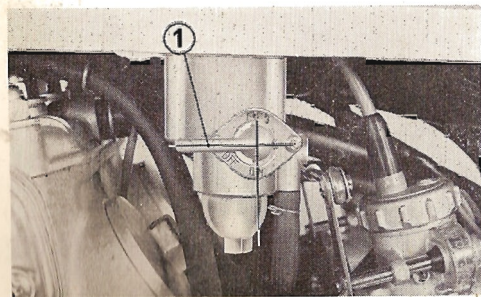


③ Air cleaner element
④ Element retaining bolt
⑤ Connecting tube retaining clip

Fuel Filter Maintenance

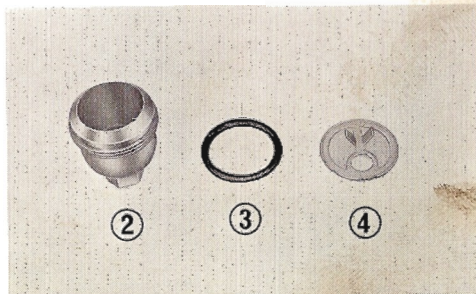
The fuel filter is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetor to malfunction; therefore, the fuel filter should be serviced periodically.

1. Turn the fuel valve to the "OFF" position ①.



① "S" position

2. Unscrew the fuel filter cap ②. Wipe all sediment from the inside of the cap.
3. Remove the "O" ring seal ③ and the filter screen ④. Clean the filter screen.
4. Reinstall the filter screen, "O" ring, and cap.
5. Turn the fuel valve to the "ON" position and check for leakage at the filter cap.



② Fuel filter cap ③ "O" ring seal
④ Filter screen

Clutch Adjustment

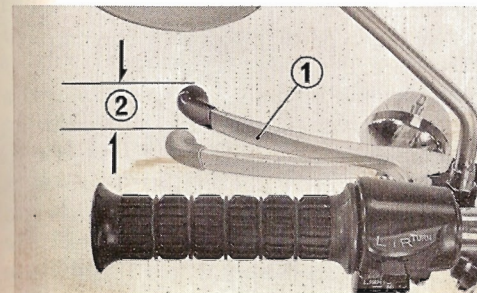
The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission from the engine. If the clutch does not completely disengage, the engine will stall when shifting into gear or the motorcycle will have the tendency to creep even with the clutch lever disengaged.

However, if the clutch does not fully

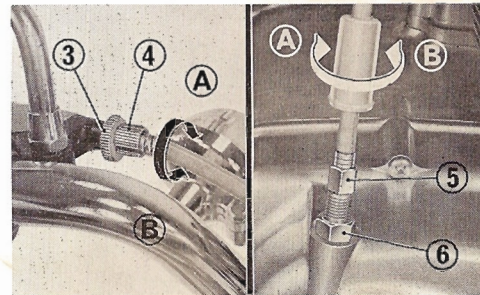
engage, it will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

The normal clutch lever free play ② is 0.4-0.8 in. (10-20 mm) at the lever.

To adjust, perform the following steps.

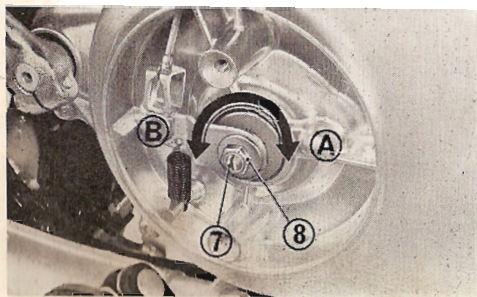


① Clutch lever
② Free play



③ Clutch cable upper adjuster lock nut
④ Clutch cable upper adjuster
⑤ Clutch cable lower adjuster
⑥ Clutch cable lower adjuster lock nut

1. Turn the clutch cable upper adjuster ④, located at the clutch lever, all the way into the clutch lever bracket.
2. Turn the clutch cable lower adjuster ⑤, located at the clutch housing, in direction A to loosen the clutch cable.
3. Loosen the clutch adjuster lock nut ⑧, turn the clutch adjuster ⑦ in direction A until a slight resistance is felt. From this position, turn the adjuster in direction B 1/4~1/2 turn. Tighten the



⑦ Clutch adjuster
⑧ Clutch adjuster lock nut

- lock nut ⑧.
4. Turn the clutch cable lower adjuster ⑤ in direction B so that there is **0.4~0.8 in. (10~20 mm)** of free play at the clutch lever. Tighten the lock nut ⑥.
5. The remaining clutch lever free play is obtained at the clutch cable upper adjuster ④.
6. After the adjustment has been made, make sure that the clutch is not slipping and that the clutch is properly disengaging according to the following procedure.

After the engine starts, pull in the clutch lever and shift into gear ensuring that the engine does not stall, and that the motorcycle does not start to creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

Drive Chain Maintenance

Proper tensioning and lubrication will help extend the service life of the drive chain and ensure smooth power transmission to the rear wheel. Under average usage, the drive chain should be lubricated and tension checked every month. Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance is necessary.

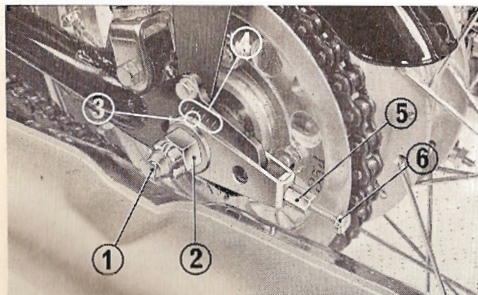
Tension Adjustment:

1. Place the motorcycle on a support block to raise the rear wheel off the ground. Shift the transmission into neutral.
2. Check vertical movement of the lower length of the drive chain at a point midway between the sprockets. Move the chain up and down with your fingers and observe the amount of slack. Drive chain tension should be adjusted to allow approximately 3/4" vertical movement at this point.

Rotate the rear wheel and check drive chain tension throughout its length. Drive chain tension should remain constant as the wheel is rotated. If the chain is found to be slack in one segment and taut in another, this indicates that some of the links are either worn or kinked and binding. Kinking and binding can frequently be eliminated by lubrication. Worn or damaged drive chain must be replaced.



3. If the drive chain is found to require adjustment, the procedure is as follows:
- Remove the rear axle nut cotter pin ① and loosen the rear axle nut ②.
 - Loosen the lock nut ⑤ and turn the adjusting bolts ⑥ on both the right and left chain adjusters to increase or decrease chain tension. Align the chain adjuster index marks ③ to corresponding scale ④ gradually.



- | | |
|--------------|-----------------------|
| ① Cotter pin | ② Rear axle nut |
| ③ Index mark | ④ Corresponding scale |
| ⑤ Lock nut | ⑥ Adjusting bolt |

- tions on both sides of the rear fork.
- Tighten the rear axle nut and secure the nut with the cotter pin (replace the cotter pin if it has become broken or damaged). Tighten the lock nuts.
 - Recheck drive chain tension.
 - Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain tension. Check rear brake pedal free play and adjust as necessary (page 52).

Lubrication:

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Removal and Cleaning:

When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

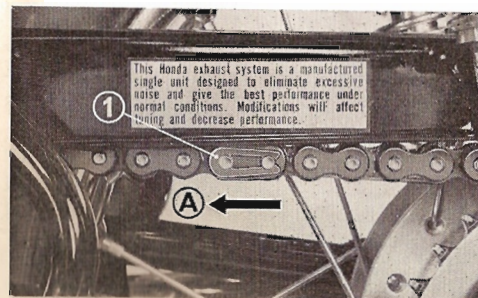
- Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
- Clean the drive chain in solvent and allow to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

ble.

- Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprocket. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
- Lubricate the drive chain.
- Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link. Install the master link retaining clip ① so that the closed end of the clip will face the direction of forward wheel rotation.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link be installed whenever the drive chain is reassembled.

6. Adjust the drive chain to the proper tension, following the instructions on page 47~48.



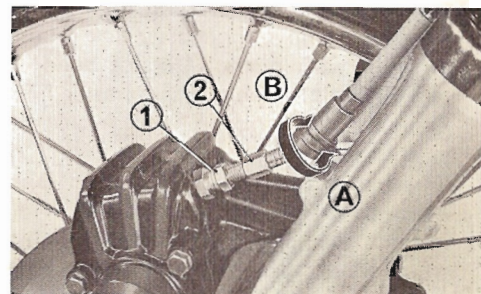
- ① Retaining clip
- Ⓐ Direction of rotation

Front Brake Maintenance

The front brake is a mechanically operated caliper/disc type with a device which compensates automatically for brake pad wear. This type brake will provide easy maintenance, reliable operation and excellent braking qualities.

Brake Cable Adjustment:

Free play, measured at the tip of the front brake lever, is automatically adjusted to

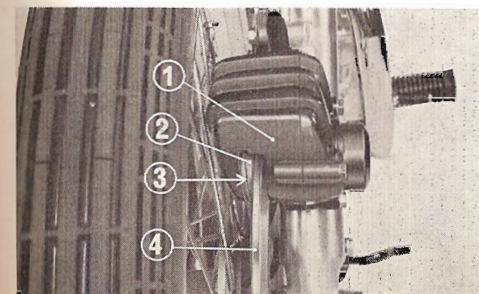


- ① Lock nut
- ② Front brake adjusting nut

0.8-1.2 in (20-30 mm). The only work necessary is to take up possible slack in the brake cable as follows.

1. Loosen the lock nut ① and turn the front brake adjusting nut ② just enough to take up slack in the cable. Then, turn the nut ② 2-3 turns in the direction Ⓐ.

Turning the nut ② in the direction Ⓐ will tighten the cable



- ① Caliper
- ② Brake pad
- ③ Red line
- ④ Disc

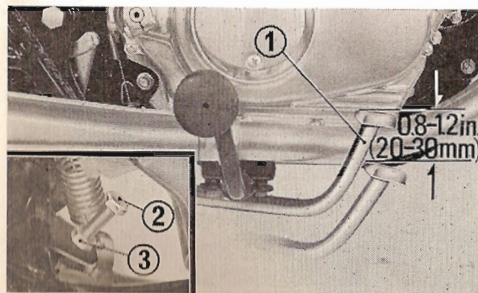
Brake Pads:

Brake pad wear will depend upon the severity of usage, type of driving and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Visually inspect the pads ② during all regular service intervals to determine the pad wear. If the pad wears to the **red line** ③, replace both pads with a new set.

NOTE: Use only Honda genuine replacement friction pads offered by authorized Honda dealers. When service is necessary on the brakes, consult your Honda dealer.

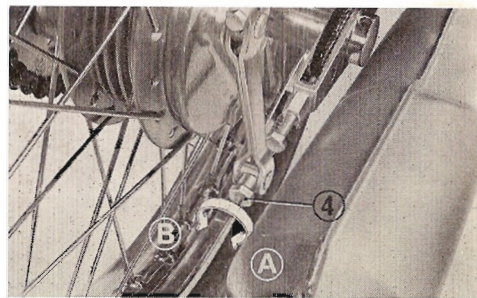
Rear Brake Adjustment

Rear brake pedal free play, measured at the tip of the rear brake pedal ①, should be maintained at **0.8–1.2 in. (20–30 mm)**. Free play is the distance the brake pedal moves before the brake starts to engage.



① Rear brake pedal
② Pedal stopper bolt
③ Lock nut

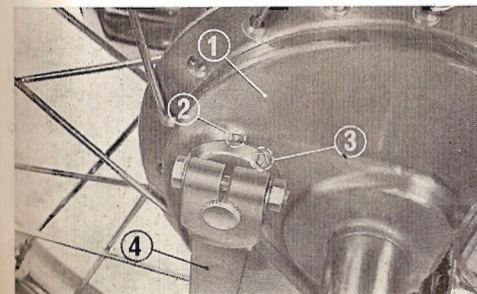
1. Adjust the static position of the brake pedal to suit the rider by adjusting the pedal stopper bolt ③.
2. Adjust the pedal free play by turning the rear brake adjusting nut ④. Turning the adjusting nut in direction A will decrease the brake pedal free play and turning the nut in direction B will increase the free play.



④ Rear brake adjusting nut

Brake Wear Indicator

On the CB 200T, a wear indicator is provided for the rear brake. When the brake is applied, an arrow ③, adjacent to the brake arm ④, moves toward a reference mark ② on the brake backing plate ①. The distance between the arrow and the reference mark, on full application of the brake, indicates brake lining thickness. If the arrow aligns with the reference mark



① Backing plate
② Reference mark
③ Arrow
④ Brake arm

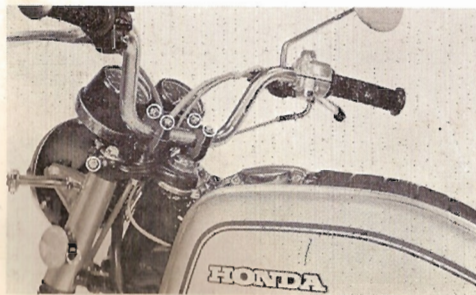
on full application of the brake, replace the brake shoes.

NOTE:

- When brake service is necessary, or when brake adjustment is impossible (refer to pages 50~52), see your authorized Honda motorcycle dealer. When replacing brake shoes, install only genuine Honda parts.

Front Suspension Inspection

Check front fork action by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly with no oil leakage from the fork legs. Damaged, binding, or leaking front forks should be repaired before the motorcycle is operated. Check security of all front forks and handlebar mounting bolts illustrated below.



Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

1. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the fork bushings.
2. Check side stand spring for damage.
3. Check all suspension components attachment points for security of their respective fasteners.

NOTE: If any of the above components appear damaged or worn, consult your Honda dealer for further inspection.

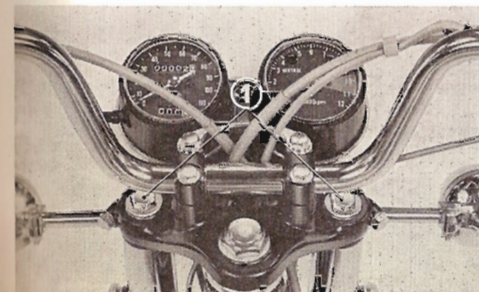
Front Fork Oil Change

Oil in both front fork legs should be changed at least once a year.

1. Remove drain plugs ② from each fork and pump the forks several times to ensure complete draining.
2. Reinstall drain plugs securely.
3. Loosen the oil filler plugs.

WARNING: Do not remove the oil filler plug since it springs out violently.

4. Set the motorcycle on the center stand



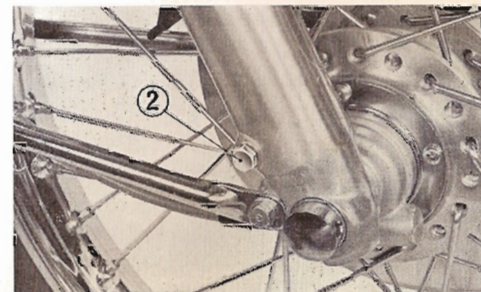
① Oil filler plug

and place a suitable block under the engine to raise the front wheel off the ground.

5. Remove the oil filler plugs.

WARNING: The oil filler plug springs out.

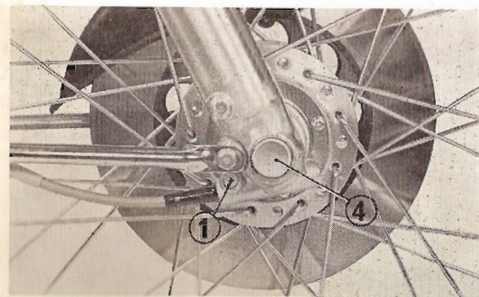
6. Refill each fork leg with 3.9~4.0 oz. (115~118 cc) of premium quality automatic transmission fluid (ATF).
7. Install the oil filler plugs.
8. Remove the block from under the engine.



② Front fork drain plug

Front Wheel Removal

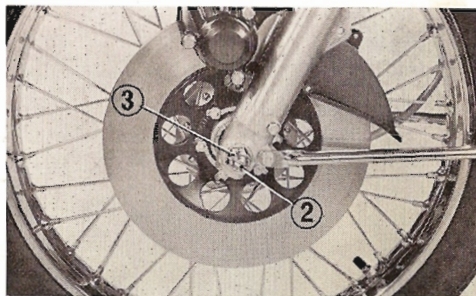
1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Remove the speedometer cable set screw ① and pull out the speedometer cable.
3. Remove the cotter pin ②.
4. Loosen the axle nut ③.
5. Remove the axle ④ from the brake side.
6. Remove the wheel without damaging the disc brake caliper.



① Speedometer cable set screw
② Cotter pin

NOTE: When the wheel is removed, do not squeeze the brake lever. The disc will not fit between the extended friction pads.

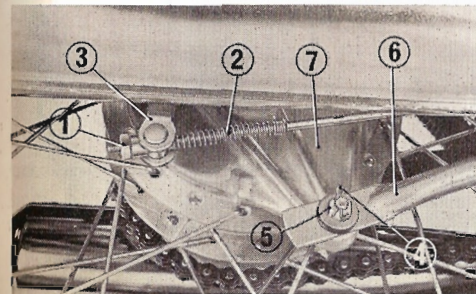
7. To install the front wheel assembly, reverse the removal procedure. Always use a new cotter pin after tightening the axle nut to **600-800kg-cm (43.4-50.6 lbs-ft)**.



③ Axle nut
④ Axle

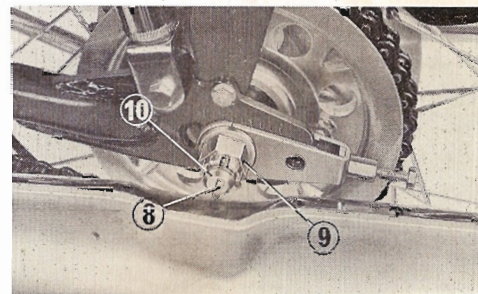
Rear Wheel Removal

1. Stand the motorcycle with the main stand and raise the rear wheel off the ground.
2. Disconnect the drive chain at the master link and remove the drive chain.
3. Remove the rear brake adjusting nut ①.
4. Remove the brake rod ② from the brake arm ③ with the brake pedal depressed.
5. Disconnect the stopper arm ⑥ from the backing plate ⑦ by removing the clip



① Rear brake adjusting nut ④ Clip pin
② Brake rod ⑤ Attaching nut
③ Brake arm

6. Remove the cotter pin ⑧ from rear axle nut.
7. Unscrew the rear axle nut ⑨ and pull out the rear wheel axle ⑩. Tilt the motorcycle to one side and remove the wheel.
8. To install the rear wheel, reverse the removal procedure. Always use a new cotter pin after tightening the axle nut to **700-900kg-cm (50.6-65.1 lbs-ft)**.



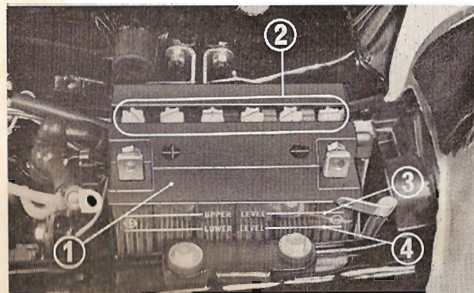
⑥ Stopper arm ⑨ Axle nut
⑦ Backing plate ⑩ Axle
⑧ Cotter pin

Battery Maintenance

Battery Electrolyte Replenishment:

The battery is mounted under the seat, and is accessible by releasing the seat lock and raising the seat. Remove the battery cover by releasing the strap. Raise the battery slightly to check the battery electrolyte.

The electrolyte level must be maintained between the upper ③ and lower level ④ marks on the side of the battery.



① Battery ② Filler caps
③ Upper level mark ④ Lower level mark

If the electrolyte level is found to be low, remove the battery filler caps and carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks. Use a small syringe or plastic funnel to add water. Only distilled water should be added to avoid contaminating the electrolyte.

Battery Removal and Installation:

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200.

1. Remove battery retainer and disconnect the ground (—) negative cable connection first and then the positive (+) cable. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover and battery mount rubber pads as well as the routing of the battery vent tube. Before installing the battery, clean the battery

and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.

2. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the vent tube routing. Connect and protect the positive (+) terminal with the rubber insulator first and then connect the negative (—) terminal.

NOTE: When installing the battery, be careful not to bend or twist the vent tube.

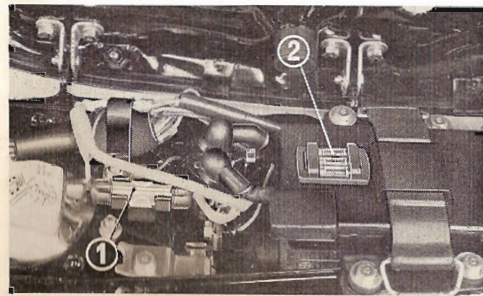
Battery charging:

If the battery electrolyte specific gravity reading (measured with a hydrometer) drops below 1.200 @ 68°F (20°C) the battery should be charged at a rate not to exceed 1.2 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C). Frequent discharging or a partial discharged battery condition is sometimes the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of these conditions, we suggest you contact your HONDA dealer.

When storing the motorcycle or when it is not being used for an extended period, the battery negative (—) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve the battery life.

Fuse:

The fuse holder ① is located on the frame pipe shown below. The recommended fuse for the CB200 is 15A. When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.



① Fuse holder ② Spare fuses

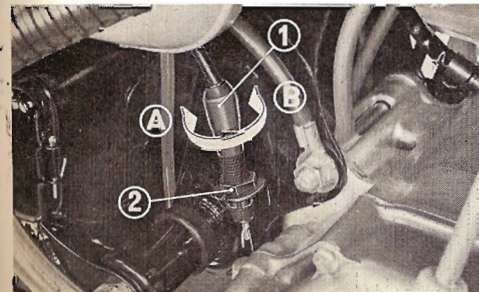
Stoplight Switch Adjustment

These switches operate the stoplight when the front or rear brake is applied. The front brake switch is incorporated in the front brake system and requires no adjustment. The rear brake switch, which is an adjustable plunger type is located near the rear brake pedal.

The stoplight switch ① must be adjusted so that the stoplight will come on when the rear brake is applied. Rear brake free play (page 52) should be adjusted before performing the stoplight switch adjustment. The procedure for adjusting the stoplight switch is as follows:

1. Turn the main switch to "ON" (red dot position).

2. Turn the adjusting nut ② to position the stoplight switch at a point where the stoplight will come on when the brake pedal is depressed. Turn the adjusting nut in direction A to advance switch timing or in direction B to retard switch timing.



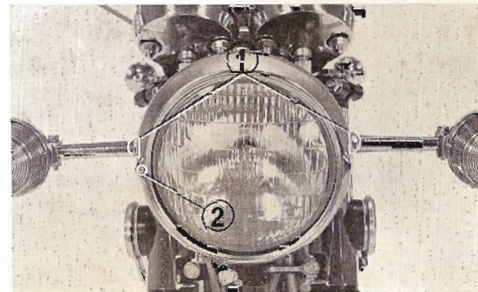
① Stoplight switch
② Adjusting nut

Headlight Beam Adjustment

The headlight must be properly adjusted for safe nighttime riding.

Vertical adjustment is made by pivoting the headlight case on its mounting bolts ①.

Horizontal adjustment is made by turning the adjusting screw ② located on the headlight rim.

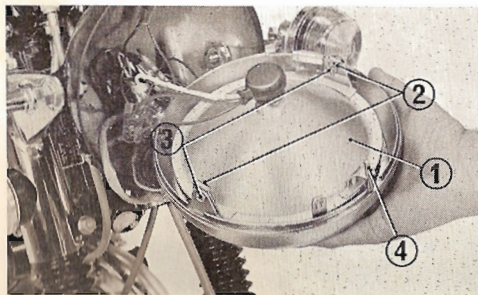


① Headlight mounting bolts
② Adjusting screw

Headlight Replacement

Replace the sealed beam unit as follows:

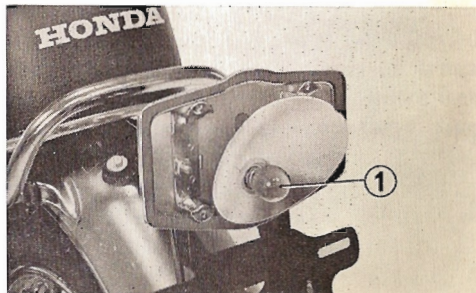
1. Remove the two headlight attaching screws and remove the headlight from the headlight case.
2. Remove the two retaining lock pins ② and lock screws ③ from the headlight rim.
3. Remove the beam adjusting screw ④
4. Remove the sealed beam unit.
5. Install new sealed beam unit in the reverse order of removal.



① Headlight ② Lock pins
③ Lock screws ④ Beam adjusting screw

Tail/stoplight Bulb Replacement

1. Remove the two screws retaining the tail/stoplight lens.
2. Press the bulb ① inward and twist to the left and the bulb can be removed.
3. Replace with a good bulb.
4. Reinstall tail/stoplight lens.



① Tail/stoplight bulb

Turn Signallight Bulb Replacement

The bulb replacement is made in the same manner as for the tail/stoplight bulb in the above paragraph.

SPECIFICATIONS

Item	
DIMENSIONS	
Overall length	76.2 in. (1,935 mm)
Overall width	28.3 in. (720 mm)
Overall height	41.7 in. (1,060 mm)
Wheel base	50.8 in. (1,290 mm)
WEIGHT	
Dry weight	292 lbs (132 kg)
CAPACITIES	
Engine oil	1.8 U.S. qt. (1.5 Imp. qt., 1.7 liter)
Fuel tank	2.4 U.S. gal. (2.0 Imp. gal., 9.0 liter)
Fuel reserve tank	0.7 U.S. gal. (0.6 Imp. gal., 2.5 liter)
Passenger capacity	Operator and one passenger
ENGINE	
Bore and stroke	2.185 × 1.614 in. (55.5 × 41.0 mm)
Compression ratio	9.0 : 1
Displacement	12.1 cu in. (198 cc)
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)

Item	
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve tappet clearance	Inlet 0.002 in. (0.05 mm) Exhaust 0.002 in. (0.05 mm)
CHASSIS AND SUSPENSION	
Caster	64°
Trail	3.5 in. (89 mm)
Tire size, front	2.75-18 (4 PR)
Tire size, rear	3.00-18 (4 PR)
POWER TRANSMISSION	
Primary reduction	3.700
Final reduction	2.333
Gear ratio, 1st.	2.769
2nd.	1.882
3rd.	1.450
4th.	1.174
5th.	0.960

Item	
ELECTRICAL	
Battery	12 V-9 AH
Generator	A.C. generator,
Fuse	15 amp
LIGHT	
Headlight	12 V-35/25 W
Tail/Stoplight	12 V-3/32 cp
Turn signal light	12 V-32 cp
Meter lights	12 V-2 cp
Neutral indicator light	12 V-2 cp
High beam indicator light	12 V-2 cp

MEMO

MEMO

MEMO